



Miami-Dade County Board of County Commissioners

Office of the Commission Auditor

Legislative Analysis

Regional Transportation Committee

June 15, 2006

9:30 AM

Commission Chamber

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Regional Transportation Committee Legislative Analysis & Notes
June 15, 2006

Item No.	Subject Matter	Background	Analysis / Comments / Questions	LA
1(E)1	Ordinance amending Sec, 21-158 of the Codes of Miami-Dade County relating to Bus Passenger Bench Location	<p>Sponsored by Commissioner Dorrin D. Rolle</p> <p>The current code calls for bus passenger benches to be located at least 5 feet from the edge of the roadway, except at approved locations, where sidewalks and curbs exist.</p> <ul style="list-style-type: none"> • <u>This ordinance would require that bus benches be no less than 6 feet from the edge of the roadway.</u> • <u>If there is no sidewalk or curb, MDT shall locate benches at such distances (in excess of 6 feet) necessary to ensure public safety.</u> 	<p>This ordinance would address only bus benches in the Unincorporated Municipal Service Area (UMSA) of Miami-Dade County</p> <ul style="list-style-type: none"> • According to MDT there are approximately 1,400 bus benches in the UMSA. • A recent inventory of the bus benches and locations by MDT revealed that approximately 20 of the current bench locations do not meet the current code requirement of at least 5 feet setback from the roadway. • It is unknown exactly how many bus benches would need to be removed if the 6 foot setbacks were required, due to a lack of space. • Any bench lost to the new requirement could mean a loss of revenue generated by the advertising sold for that bench. • Passenger convenience may be affected by a loss of benches. <p>Florida Statutes require a 48” (or 4 foot) setback from the roadway where a curb exists.</p> <ul style="list-style-type: none"> • For areas where no curbs exist, FDOT, requires a setback established by taking into account speed, grade, type of road, etc.... • The State statute may preempt Miami-Dade County from establishing less stringent standards. 	TG
1(E)2	Authorizes the County Manager to file for and execute 3 Grant Applications for a total of \$2,928,140 from the Federal Transit Administration	<p>MDT is seeking to apply for Federal Sec. 5309 formula funding grants.</p> <ul style="list-style-type: none"> • These grants are available for Capital expenditures <p>MDT will utilize \$732,035 from FDOT Toll Revenue Credits</p>	<p>No County Funds are required as a match.</p> <p>MDT plans to utilize these funds for:</p> <ul style="list-style-type: none"> • Support Vehicles • Revenue Collection Vehicles 	TG



Regional Transportation Committee Legislative Analysis & Notes
June 15, 2006

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		(TRCs) as a 25% local “soft match”	<ul style="list-style-type: none"> Fork Lifts at maintenance facilities Maintenance Shop Tools Security Enhancements Lighting at Park & Ride Lots 	
3(A) & 3(B)	<p>3(A): Second Amendment to the Professional Services Agreement with Burns and McDonnell Engineering Company, Inc., MIA South Terminal Program Supplemental A/E Services-Concourses/Aircraft Apron Project No.: H010A</p> <p>3(B): Second Amendment to the Professional Services Agreement with Perez and Perez Architects Planners, Inc., MIA South Terminal Program Supplemental A/E Services-Concourses/Aircraft Apron Project No.: H010A</p>	<p>The following pertains to Items 3(A) and 3(B):</p> <ul style="list-style-type: none"> This amendment provides a change in the scope of work for the South Terminal Program. This amendment includes a scope of work change for architectural/engineering/construction administration services on approximately 1,300,000 square feet of terminal, concourse building, aircraft apron, and taxi areas. 	<p>The following pertains to Items 3(A) and 3(B):</p> <ul style="list-style-type: none"> The Original Agreement Amount: \$5,062,500 The Adjusted Agreement Amount: \$9,022,500 What accounts for the Adjusted Agreement Amount being 78% over the Original Agreement Amount? MIA has expressed that Change Order # 6 will provide the funding mechanism for the Adjustment Amounts of both these contracts. (Change Order #6 was approved by the BCC during the 5/23/06 meeting. The change order provides additional funding in the amount of \$34,500,000.) 	TDW
3(C)	Consulting Agreement for Project Support Services for the North Terminal Development Program	<ul style="list-style-type: none"> This agreement provides a Waiver of Formal Bid so Sequeira & Gavarrete, PA (S&G) can take over the role as the Prime Consultant for managing and coordinating various design professionals during the design and construction phase of the of the project. This agreement also provides an 8% goal for the Small Business Enterprise Program with the consulting services of CWC & Associates. 	<ul style="list-style-type: none"> How much was the Original Agreement Amount and duration for Corgan’s contract with American Airlines? How much is the County paying Corgan to continue as the architect of record and sub-consultant? With the County taking over the North Terminal Development Program, the County and Alpha Corporation have worked diligently to address claims related to the NTD project. 	TDW



Regional Transportation Committee Legislative Analysis & Notes
June 15, 2006

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		<ul style="list-style-type: none"> S&G and CWC & Associates were sub-consultants in the initial agreement with American Airlines. Pursuant to the County's initial North Terminal Development Program (NTDP) Construction and Financing Agreement with American Airlines, Corgan Associates was a prime consultant responsible for project management over design and construction phases and the coordinating of various design professionals. When the County took over the NTDP contract they also took over the responsibilities within this contract (Corgan's initial contract) by establishing a management team consisting of 5-6 Aviation employees and a number of other consultants (including Corgan). The County was not able to negotiate a new contract with Corgan. However, Corgan will continue to support MIA in some capacity as the architect of record and a Sub-consultant. 	<ul style="list-style-type: none"> Several sub-contractors have recently expressed their lack of confidence and desire to work at MIA until they are given assurances that changes are being made. Such was illustrated by the recent low turn out and inflated bids for remaining North Terminal projects. What is MIA doing differently to encourage and support subcontractors (or smaller companies) participating with the remaining North Terminal Projects? 	
3(D)	First County Amendment to the Design Services Agreement with T.Y. Lin International/H.J. Ross for Airside Civil Engineering Services [Contract No.: MIA-732-R-1, North Terminal Development Program (NTDP)]	<ul style="list-style-type: none"> The changes in this amendment include: <ol style="list-style-type: none"> Changes in the scope of work; <ul style="list-style-type: none"> This amendment addresses a change in the scope of work for Civil Engineer Design Services for the North Terminal Development Program. Increases in task order allowances and reimbursables; <ul style="list-style-type: none"> This amendment provides an additional amount of 	<ul style="list-style-type: none"> The Original Agreement Amount: <ul style="list-style-type: none"> As awarded by American: \$4,900,000 As assigned to the County: \$6,150,619 This Amendment has been brought about to satisfy County Requested Changes and to establish new parameters for the parties subsequent to the County taking over the contract. <ul style="list-style-type: none"> When the contract was originally with American 	TDW



Regional Transportation Committee Legislative Analysis & Notes
June 15, 2006

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		<p>\$385,000 for the preparation of plans and specifications for permitting, bidding and award and construction administration</p> <ul style="list-style-type: none"> ○ An additional allowance for \$615,000 will be added to cover contingency design work that may be needed during construction. <p>3. Changes to the Agreement terms and conditions;</p> <ul style="list-style-type: none"> ○ This amendment provides a 5-year extension to the contract along with a \$3,552,403 increase to the Agreement Amount for a new Adjusted Agreement Amount of \$9,703,022. ○ This amendment provides modifications to the contract to incorporate County contract provisions. 	<p>Airlines it was governed by Texas Law.</p> <ul style="list-style-type: none"> ○ With the County taking over the contact it should now reflect being retroactively subject to Florida Law. ○ The agreement also makes revisions to the parties due to H.J. Ross becoming a subsidiary of T.Y. Lin International. 	
3(E)	Designation of Miami-Dade County WASD property as road Right-of-Way for the NW 74 th Street Widening Project	<p>The NW 74th Street widening project from the Palmetto Expressway to the Turnpike is listed in the Peoples' Transportation Plan (PTP).</p> <ul style="list-style-type: none"> • The full project consists of widening NW 74th St. from 4 to 6 lanes. • The total length of the project is approximately 4 miles <p>On December 8, 2005, the Metropolitan Planning Organization (MPO) agreed to forward a proposed amendment to the Board of County Commissioners (BCC) and the Citizens' Independent Transportation Trust (CITT) increasing the Scope of Work of the 74th Street project.</p> <ul style="list-style-type: none"> • The MPO also agreed to expedite this project. 	<p>This project is located in Commission District 12.</p> <p>There is no cost associated with this right-of-way designation.</p>	TG
3(F)	Authorizes the County Manager to	This resolution authorizes the county Manager to move forward	The original 2002 estimate for this project in the PTP (Exhibit 1)	TG



Regional Transportation Committee Legislative Analysis & Notes
June 15, 2006

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	Acquire property at values established by appraisals for the acquisition of Right-of-Way necessary for the construction MIC/Earlington Heights Connector	<p>with the acquisition of two (2) parcels (R-6 and R-7) needed for the construction of the 2.4 mile Metrorail extension from the current Earlington Heights Station to the future site of the Miami Intermodal Center (MIC).</p> <ul style="list-style-type: none"> There are an estimated 21 total parcels needed for this project Construction on this project is expected to begin in late 2007 	<p>was approximately \$207 million</p> <p>The current estimated cost for the MIC/Earlington Heights Project is approximately \$400 million</p> <ul style="list-style-type: none"> FDOT pledged \$100 million towards this project. MDT has received authorization to utilize the \$100 million from FDOT as local match towards other projects. The balance of cost for this project shall be funded from the PTP Surtax 	
3(G)	Designation of Miami-Dade County Solid Waste Management Department (SWM) property as road Right-of-Way for the NW 74 th Street Widening Project	<p>The NW 74th Street widening project from the Palmetto Expressway to the Turnpike is listed in the Peoples' Transportation Plan (PTP).</p> <ul style="list-style-type: none"> The full project consists of widening NW 74th St. from 4 to 6 lanes. The total length of the project is approximately 4 miles <p>On December 8, 2005, the Metropolitan Planning Organization (MPO) agreed to forward a proposed amendment to the Board of County Commissioners (BCC) and the Citizens' Independent Transportation Trust (CITT) increasing the Scope of Work of the 74th Street project.</p> <ul style="list-style-type: none"> The MPO also agreed to expedite this project. 	<p>This project is located in Commission District 12.</p> <p>There is no cost associated with this right-of-way designation.</p>	TG
3(H)	Resolution declaring land needed as Right-of-Way for the MIC/Earlington Heights connector to be of a Public Necessity.	<p>This item would authorize the County Manager to move forward with acquisition of properties via Donation, Purchase at Market Rates established by appraisers, or by Eminent Domain.</p> <ul style="list-style-type: none"> There are an estimated 21 total parcels needed for this project Construction on this project is expected to begin in late 2007 	<p>The original 2002 estimate for this project in the PTP (Exhibit 1) was approximately \$207 million</p> <p>The current estimated cost for the MIC/Earlington Heights Project is approximately \$400 million</p> <ul style="list-style-type: none"> FDOT pledged \$100 million towards this project. MDT has received authorization to utilize the \$100 million from FDOT as local match towards other projects. 	TG



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			The balance of cost for this project shall be funded from the PTP Surtax	
3(I)	Approves MDT use of PTP Surtax Funds for various purchase orders for maintenance and operations	<p>Miami-Dade Transit utilizes a department-wide allocation formula to appropriate funds towards expenditures that may come from different revenue sources.</p> <p>One of the revenue sources used within MDT is the .5 cent Charter County Transportation Surtax (PTP Surtax).</p> <p>The PTP Surtax was approved by voters in 2002 and generates approximately \$170 million annually to be used for the expansion and enhancement of the County's Transportation and Transit Infrastructure and Operations</p>	<p>MDT contends that, due to the PTP, the total mileage served by the department has increase by approximately 29%.</p> <p>In turn, the use of a cost per mile allocation attributes 29% of the expenditures listed in this item to the PTP Surtax.</p> <ul style="list-style-type: none"> Total amount allocated to the PTP for these items: \$7,529 	TG
3(J)	Contract Award Recommendation-MIA Lower Vehicular Drive	<ul style="list-style-type: none"> This contract provides the installation of steel column limiters for the purpose of warning and protecting visually impaired persons from protruding steel edges of columns around the lower vehicular access driveway. 	<ul style="list-style-type: none"> There was only one bid submitted for this project. Due to the importance of safety for the persons at MIA, this contract is being recommended for approval with a Board waiver pertaining to contract effective date of contract (Res. R-377-04). <ul style="list-style-type: none"> (Res. R-377-04: a resolution and contract shall not become effective until the time for making a motion to reconsider such approval has expired and, if reconsidered, shall become effective only upon subsequent approval of the County Commission). The cost estimate for the Project is \$333,646.00 The Contract Amount is \$282,268.92 (The Contract Amount is 18.2% under Budget Estimate) 	TDW



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7(G)	Update on BCC directive to Identify and Address 25 areas where traffic could be improved with quick solutions	<p>In June 2005, Commissioner Carlos A. Gimenez asked the PWD to identify 10 to 20 gridlocked areas where quick-win improvements could help traffic flow.</p> <p>County Staff developed a list of 25 intersections where these solutions could be implemented.</p>	<p>The Public Works Department has also identified 17 additional intersections where quick solutions could help traffic flow, bringing the total number of intersections being address to 42.</p> <ul style="list-style-type: none"> • Additionally, 5 major North/South transportation corridors and 5 major East/West corridors have been identified for Traffic Signal re-timing projects, in order to improve traffic flow. • The PWD is also in talks with FDOT, exploring the possibility of a program similar to the FDOT Road Rangers program for major arterial corridors such as U.S.-1. <p>Currently:</p> <ul style="list-style-type: none"> • 7 of the intersection projects have been completed • 3 are under construction • A majority of the remaining intersections identified have substantially completed the design phase 	TG

